

# Floyd Clark's Model A Ford

This is the story of the hard life and 48 year restoration of a 1930 Ford Standard Coupe. We will begin the story in Lincoln County Kansas near the town of Westfall at the start of WWII. The coupe was a well used farm car since there were few paved roads in Lincoln County. During WWII while Floyd was serving his country in Europe, the coupe was converted to a truck by removing the trunk lid and installing a box since you could get more gas ration stamps for a truck during WWII and it was a farm vehicle.

The car was used to haul heavy loads for many years and the rear spring shackles were worn out allowing the rear spring to wear a groove into the rear axle housing. The floor of the trunk is bowed down and still has the mounting holes for the box.

Floyd's in-laws lived in the small town of Westfall Kansas, and Floyd helped the family that owned the Model A through the years. When the farmer passed away in the early 1960s, his widow offered the Model A to Floyd. Floyd and his son Clint set out to tow the car from the farm to his in-laws house with eight tires. Because of the conditions of the tires and the rock roads in the area, they had four flats on the trip. Clint posed with the car upon arriving at his grandparents house. The car was stored in a shed until it could be hauled home to Manhattan Kansas .



Once the car arrived in Manhattan, it was disassembled by Floyd and his sons Clint and Russ, the body was stored in the back yard until a proper restoration could be preformed. This inspired Russ to buy a 1931 Model A coupe of his own in 1966 at the age of 16. Russ is a longtime MAFCA member, still has his 1931 coupe and a 1929 Model A pickup he built from parts in the 1970's. The coupe has never been restored, just repaired to remain drivable.

During the summer of 1966, a tornado hit Manhattan, lifting the body shell in the back yard carrying it over the house and depositing it upside down in the front yard. The motor was rebuilt in the 1970's and then the project stalled.



Russ and Floyd brought the car to Russ' house in El Dorado Kansas in 1997 to work on as a father and son project. The chassis was assembled, the body installed by Russ and his sons Chris and Matt, and primed. The front fenders and splash aprons were in poor condition and were replaced with a pair of fenders and splash aprons thanks to a friend of Russ'. He had put them in the Model A bone pile in the woods at Russ' house because they were too rough for him to use.

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Floyd and his wife Helen were able to drive the car in this condition in 1998 (photo at left) and once again the project stalled.

In March of 2012, Floyd was nearing his 89<sup>th</sup> birthday and was having some health problems. He asked Russ to try to complete the car for him. Since Russ works full time, a friend who is retired offered to help by doing the body work and paint, Russ and his son Chris worked on the car on weekends.



Between March and June of 2012, the body work was completed and the car was painted, assembled, new glass installed, wired with new lighting installed, new seat, door panels and kick panels installed. The car still needs a headliner installed and the bumpers rechromed, but it was complete enough to be returned to Floyd.



Floyd was reunited with his Model A on July 4, 2012 in Manhattan, as you can see he was happy with the results. It only took 48 years for Floyd to be able to drive his Model A Coupe. Hopefully, Floyd and Helen will have many more years to enjoy their Model A.

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